

Exhibit 4

Message

From: Miller, Steven (Engineering) [steven.miller@Nissan-Usa.com]
Sent: 5/8/2015 3:32:06 AM
To: Weiss, Dale [dale.weiss@Nissan-Usa.com]; Hammoud, Selim [Selim.Hammoud@Nissan-Usa.com]
CC: Hunter, James [James.Hunter@Nissan-Usa.com]
Subject: RE: Japan Trip Material Review
Attachments: L31 A34 Floor Pan - FQA Presentation (DRAFT) Kato-san.ppt.zip
Flag: Follow up

L31 PPT attached as mentioned below.



L31 A34 Floor
Pan - FQA Prese...

From: Miller, Steven (Engineering)
Sent: Thursday, May 07, 2015 10:31 PM
To: Weiss, Dale; Hammoud, Selim
Cc: Hunter, James
Subject: RE: Japan Trip Material Review

Dale/Selim,

For my items below, see detail below:

L31 Floor Pan

- Latest TM Summary Sheet material is attached. We plan to share with CQ0 (manager level) in IG meeting on Monday, 5/11.
- I will send material which was presented to VP level in September 2013 for previous campaign proposal for your reference in separate mail (file too large).
- Next steps/required updates:
 - FQA (Jessica/Carrie) will work to update warranty information based on latest information; target completion is for Monday's IG level meeting if possible
 - FQA (Carrie) will set internal discussion in NNA during 5/11 week to level next steps related to safety assessment with NTCNA responsible members
 - FQA has requested VIN lists from both Smyrna and Canton plants; we are still awaiting Smyrna file as of Thursday night but will follow up Friday morning
 - Jessica is working with QSA (Jonathan) to create new weibull projections based on 2012 survey; target for new projections and potential options is approx. 2 weeks

L32 and other models Dash Material

Redacted - CBI

I will be on vacation tomorrow but please let me know if you need anything further prior to your Japan visit. I will work to get what you need.

Thanks,
Steve

<< File: IG A34 L31 Floor Pan (DRAFT) 20150507.xls.zip >> << File: [Redacted - CBI] DRAFT.pptx.zip >>

-----Original Appointment-----

From: Weiss, Dale

Sent: Thursday, May 07, 2015 12:59 PM

To: Weiss, Dale; Hammoud, Selim; Miller, Steven (Engineering); Hunter, James

Subject: Japan Trip Material Review

When: Friday, May 08, 2015 9:00 AM-10:00 AM (UTC-06:00) Central Time (US & Canada).

Where: Teleconf

Call in code: 2322579694#

1. [TM] L31 Floor panel corrosion
 - TM summary sheet preparation
 - Meeting request + Lync meeting from NNA(Timing to be decided 11th or 12th Evening your time, let you know schedule confirmed)

2. [Potential issue] L32 Instrument panel [Redacted - CBI]

- [Redacted - CBI] **Redacted - CBI**

3. R50 [Redacted - CBI]

- [Redacted - CBI]

4. T32 [Redacted - CBI]

5. [Redacted - CBI]

NISSAN

L31 Altima (MY02-06) & A34 Maxima (Redacted - CBI)

Floor Pan Corrosion Issue Up-date and Draft direction of campaign

**2013/9/19
NNA FQA**

Nissan Strictly Confidential Restricted

Index

1. Background and Purpose

2. Summary

3. Proposal

4. Cost Estimation

Appendix

1. Background and Purpose

<Background>

NNA FQA has been studying potential campaign of L31 and A34 floor pan corrosion issue. Due to,

- 1) High customer dissatisfaction issue in Canada and US salt area.
High Cost Repair = \$1,400, Potential High Incident Rate=90%
- 2) Big concern item for our dealership in Canada and US salt area.
Large quantity of goodwill repair
(Canada: Redacted-CBI vehicles, US: 93 vehicles)

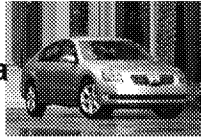
<Purpose of report>

Propose draft direction of potential campaign.

L31 Altima

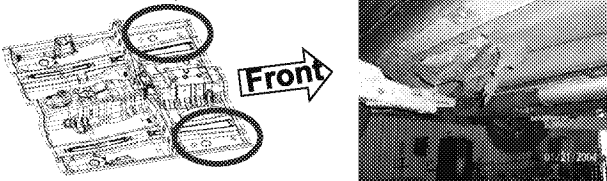


A34 Maxima



Perforation corrosion warranty: 5year/Unlimited

2. Summary

Market	No. of Vehicle	Production Date	Total Cost (\$)	Supplier Chargeback (Expected)	Technical Committee Meeting Date
USA Canada	Approx. 1.5M	SOP ~ EOP (02MY ~ 08MY)	\$41M (TBD)	0%	TBD
Incident <p>Water and salt can enter between floor panels through a hole in the floor assembly. As the result, Corrosion on the floor pan both under driver and passenger cabin. (No safety and Regulation Issue)</p> <p>- NHTSA VOQ: 131, CA: 547, Tech Line: 4 - Incident rate of Corrosion (survey: N=165) Salt area: 60%, Non-Salt: 3%</p> 			Countermeasure <p>No countermeasure was applied due to end of production.</p>		
Cause <p>Improper application of the butyl patch on the inner side of the floor assembly caused an insufficient seal condition.</p>			Field Action (if TC decides to campaign) <p>Inspect for corrosion severity and repair as necessary. Bolt on patch using special campaign parts. Approx. cost is approx. \$400 per vehicle if both side. (Parts: \$150, Labor: \$250)</p>		
			Recurrence Prevention <p>RPA: Under study</p> <p>Only L31 and A34 models have this floor pan structure.</p>		
4 L31: SOP - EOP (06/2001 ~ 04/2007) A34: SOP - EOP (Redacted - CBI)				Nissan Strictly Confidential Restricted	

3. Proposal: Draft direction of campaign

NNA FQA recommend to conduct Option 1 (S1 service campaign with deductible and 2 years limit) to minimize customer dissatisfaction and dealer concern.

	Item	Option 1 S1 Campaign with deductible* and 2 years limit	Option 2 S3 Warranty Extension with deductible* and 2 years limit	Option 3 TSB
1	Customer Satisfaction	○ Less repair cost to the customer (\$200)	○ Less repair cost to the customer (\$200)	× Customer need to pay 100% repair cost. (Ave. 500\$~600\$)
2	Cost	○~△ Reduce heavy repair due to proactive campaign.	△~× Heavy repair may increase due to reactive campaign.	NA

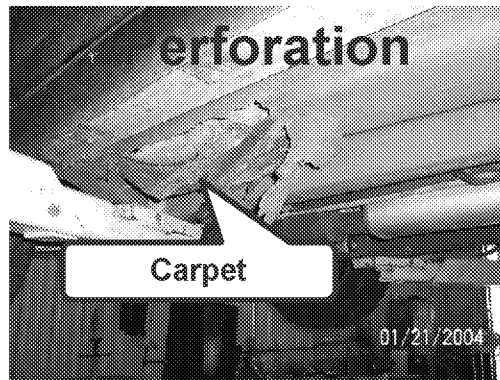
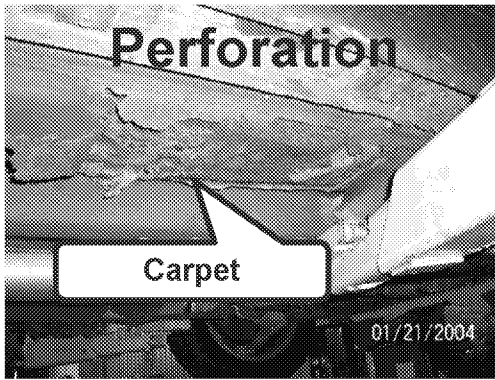
*When metal patch repair was required, the customer pays \$200.

4. Cost Estimation

Item	US Non Salt No Rust	US Salt/CAN No Rust	US Salt/CAN Perforation (One Side)	US Salt/CAN Perforation (Both Sides)
Repair	Inspection only	Sealing around hole	Add plate & undercoat	Add plates & undercoat
Labor Cost	\$20 (0.2H)	\$30 (0.3H)	\$150 (1.5H)	\$250(2.5H)
Parts Cost	\$0	\$5	\$75	\$150
Total Cost	\$20	\$35	\$225 (\$200 deductible to customer)	\$400 (\$200 deductible to customer)
Est. Population	878,015	204,800	76,800	230,400
Est. Cost (see notes)	\$5.6M (15% completion ratio)	\$3.6M (40% IR with 50% completion ratio)	\$1.0M (15% IR with 50% completion ratio)	\$23.0M (45% IR with 50% completion ratio)
TOTAL COST	\$33.2M			

APPENDIX

Incident Summary



Market Status

Warranty & Goodwill Claims:

Model	Market	Total Claims	Warranty	Goodwill
L31 Altima	US	103	33	70
L31 Altima	CAN	Redacted - CBI		
A34 Maxima	US			
A34 Maxima	CAN			
TOTALS				

Dealer Part Sales (FR Floor Assy):

Dmd Past 49 to 60 Mths Sep-2008 - Aug-2009	Dmd Past 37 to 48 Mths Sep-2009 - Aug-2010	Dmd Past 25 to 36 Mths Sep-2010 - Aug-2011	Dmd Past 13 to 24 Mths Sep-2011 - Aug-2012	Dmd Past 12 Mths Sep-2012 - Aug-2013	Total Demand (Past 60 months)
168	157	128	63	82	598

Technical Reports:

4 Technical Reports from NA market were filed (2 US, 2 CAN)

VOQ/CA/TL Summary:

131 VOQ (NHTSA has raise a concern to Nissan.)

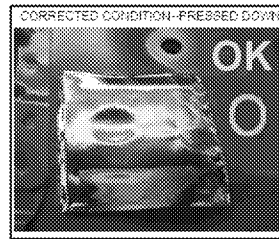
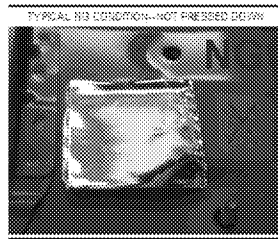
547 CA Files

4 Tech Line Calls

Cause and Incident Mechanism

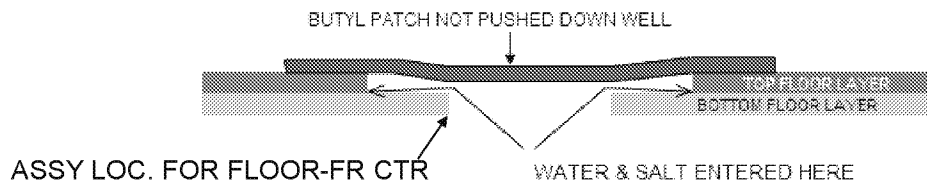
Cause:

Butyl patch on the Front Floor was not pressed down sufficiently during the manufacturing process, allowing water to wick between the two floor panels.

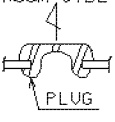
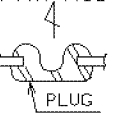
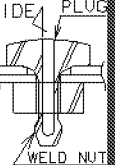
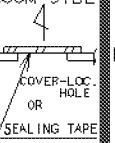
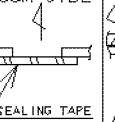
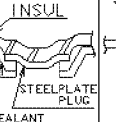

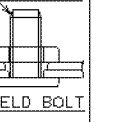


Incident Mechanism:

Water and salt can enter between the floor panels through a hole in the floor assembly. And then, the corrosion was created between panels.



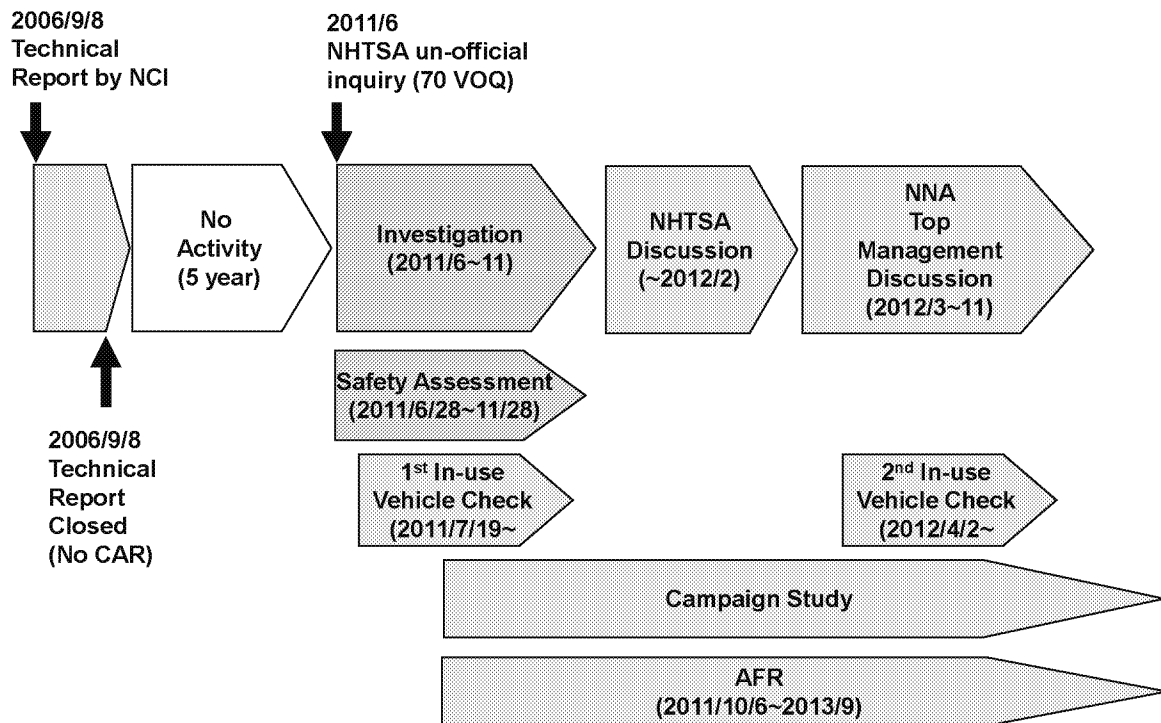
Drawing information

ILLUSTRATION	A	B	C	D	E	F	G	H
	ROOM SIDE  PLUG	ROOM SIDE  PLUG	ROOM SIDE  PLUG WELD NUT	ROOM SIDE  COVER-LOC. OR HOLE SEALING TAPE	ROOM SIDE  SEALING TAPE	ROOM SIDE  INSUL STEELPLATE PLUG SEALANT	MACHINE SCR  WELD NUT	NUT HEX  WELD BOLT
DESCRIPTION	SEE BELOW			SEE BELOW		SEE BELOW	SEE BELOW	SEE BELOW

DESCRIPTION IN COLUMNS D AND E
CONFIRM THAT THE MATING SURF IS CLEAN AND DRY BEFORE TAPING.
TAKE CARE NOT TO CAUSE WRINKLES AND SEPARATION WHEN TAPING.

→ There is no clear instruction of double layer panel.

History of this concern



History of this concern

- NCI issued Technical Report on 2006/9/8. But, no CAR was issued due to low incident number.
- NHTSA asked NNA due to approximately 70 VOC and risk of seat mounting rigidity on 2011/6.
- Investigation start from 2011/6/28.
- Start in-use vehicle check from 2011/7/19.
- Start AFR study from 2011/10/6.
- Finish study of safety impact on 2011/11/18. (No safety impact)
- Dealer Advisory Board raise concern to NNNA.
- Information to NHTSA on 2012/2. NHTSA agreed this is no-safety concern.
- NNA Top management meeting on 2012/3/27. Brad agree to do something.
- 2nd in-use vehicle investigation start from 2012/4/2.
- 2nd NNA Top management meeting on 2012/11 with Brad.
- AFR draft idea was evaluated and go final modification 2013/4.

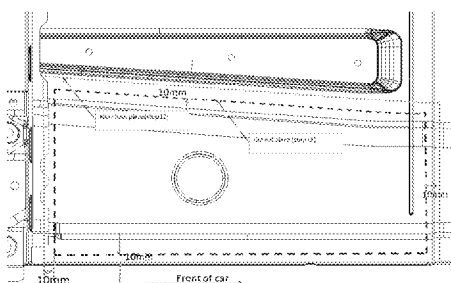
Appropriate Field Repair Study

FQA and NTCNA collaborated in October 2012 to develop more cost effective repair method for vehicles with rust condition in the affected area. Procedure is located in link below:

eRoom Link - Floor Pan Repair Method (DRAFT)

NTCNA Method (Previous)

Cut metal patches from service floor pan and weld to floor (both sides)



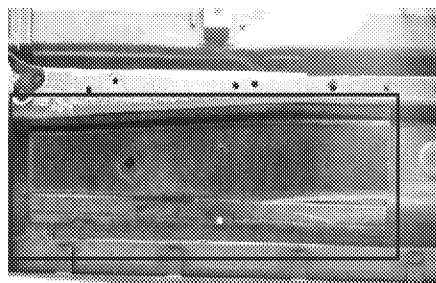
Labor Cost: ~\$900

Parts Cost: ~\$500

Total Cost: ~\$1400

FQA/NTCNA Method (New)

Apply service plates with adhesive and riv-nuts to floor (both sides)



Labor Cost: ~\$250

Parts Cost: ~\$150

Total Cost: ~\$400

In-Use Vehicle Inspection Summary

- 98 total vehicles were reviewed from four separate regions
- Vehicles were selected via random selection by TSM group at dealers
- Corrosion Incident rate
Salt area: Approx 90% corrosion rate (USA & CAN combined)
Non-Salt: Approx 3% corrosion rate

		Vehicle Condition				
Region Type	Areas Surveyed	Total Vehicles Reviewed	No Rust Present	Rust	Perforation	Comments
Canada	Redacted - CBI					
Canada						
US Salt	Michigan, Ohio, Illinois	29	2 (7%)	27 (93%)	24 (83%)	
US Non-Salt	Florida, Arizona	29	28 (97%)	1 (3%)	0 (0%)	Phoenix vehicle had faint rust on LH side

Field Survey Results (Focus on US Salt & Canada)

- NNA and NCI completed survey of 165 in-use vehicles in the US Salt and Canadian regions
- Each vehicle was reviewed and judged for rust condition at the affected area

Condition	% Affected*	Estimated** Population
No or Slight Rust	47%	289,640
Perforation	53%	326,615

Notes:

Perforation breakdown: 47% one side, 53% both sides

*Represents % of affected population within US Salt and Canada only

**Population excludes scrapped vehicles

Affected Vehicles

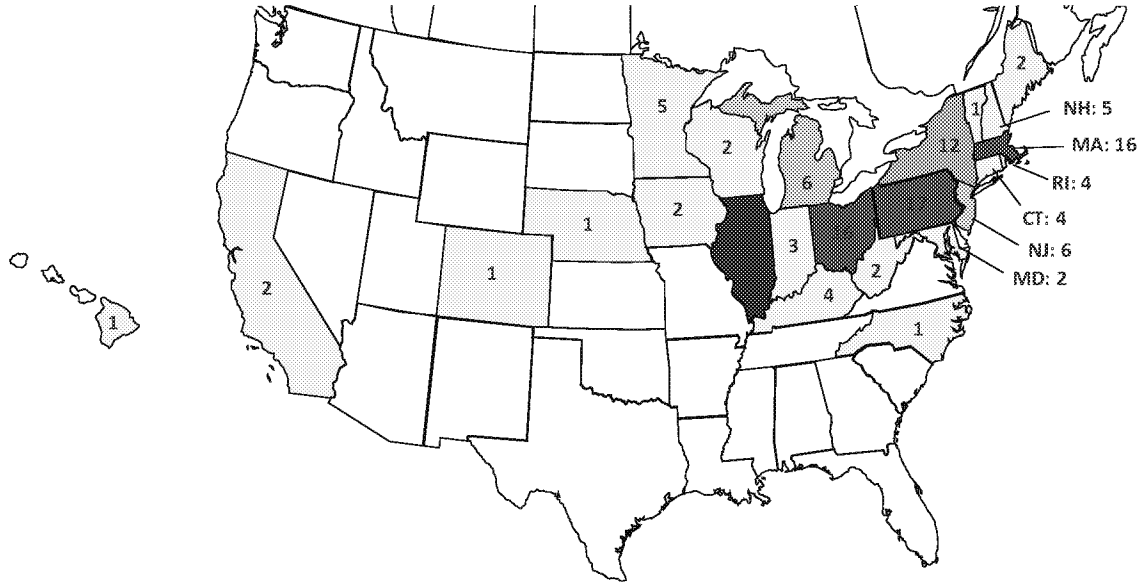
- US Salt & Canada: 703,321
- US Non-Salt: 599,436
- Other: Redacted - CBI

Model	US Salt	US Non-Salt	CAN	Other	TOTALS
L31 Altima	447,348	722,946	Redacted - CBI		
A34 Maxima	Redacted - CBI				
TOTALS					

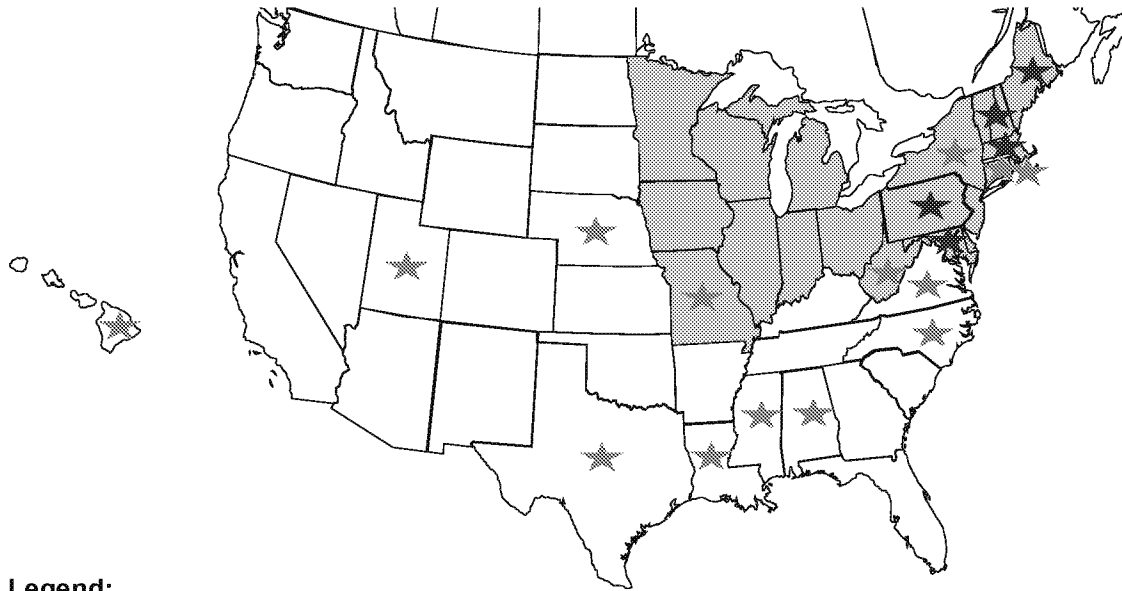
Notes:

- All production (SOP ~ EOP) for L31 Altima and A34 Maxima is included as no production countermeasure was taken for this concern
- Per NTCNA, L31 and A34 have a unique floor assembly structure (two piece design) so other models would not be affected

VOQ Frequency by US State



NHTSA Salt States & US State Inspection Locations

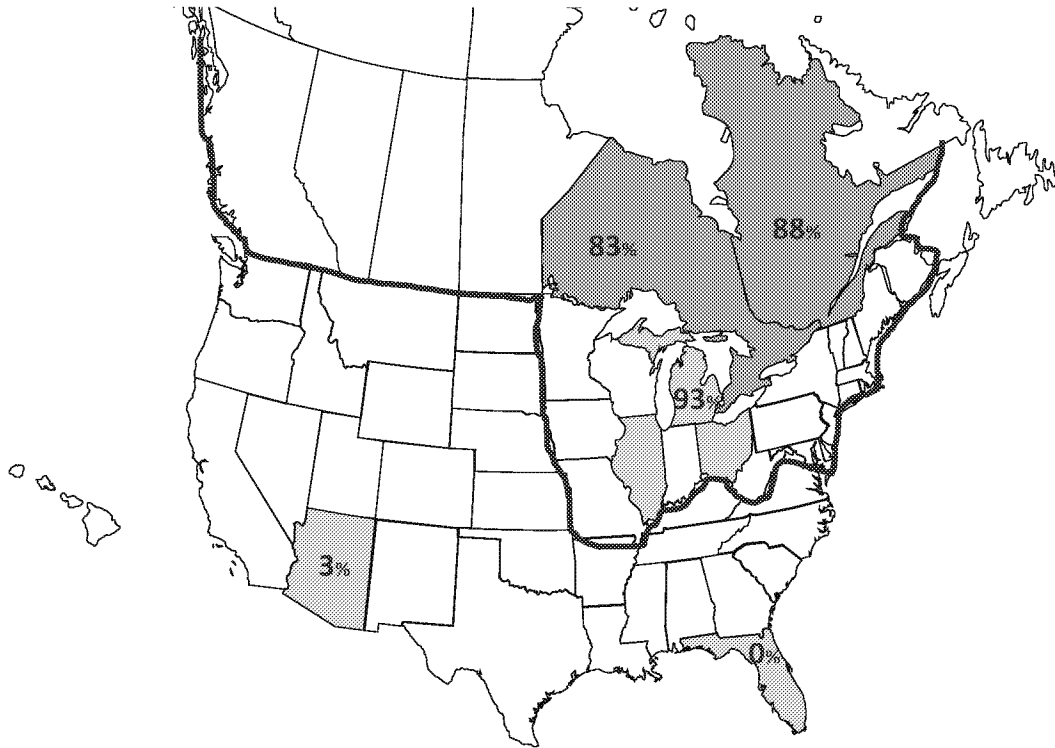


Legend:

- BLUE highlighted states indicate NHTSA Salt States
- RED STAR indicates state with standard corrosion inspection (frequency: every year)
- GREEN STAR indicates state with standard vehicle safety inspection (frequency: 1-2 years)

Note: Maryland inspection occurs only prior to sale or transfer of ownership.

In-Use Vehicle Inspection Summary (Area)



FQA Homework Items (from March discussion)

- ❖ Complete expanded field survey on L31 and A34 vehicles in US Salt and Canadian markets
- ❖ Develop cost effective repair method for usage on affected population
- ❖ Determine estimated cost for potential campaign on affected population

Potential Options

(1) TSB

- Offer low cost repair pricing to customer (reduce out of pocket expense)
- Launch early (Jan/Feb) 2013

(2) Service Campaign

- Offer inspection and repair, as necessary, to all affected vehicles within population
- Launch after April 2013

(3) Warranty Extension

- Offer warranty extension to all affected vehicles within population
- Launch after April 2013

Recommendation

(1) TSB

- Immediate implementation due to FY12 constraints
- Customer pay - low cost repair
- Immediate customer satisfaction and mitigate future increase in corrosion claims
- Reduction in customer reimbursements in event of future service campaign
- Increases risk

(2) Service Campaign (\$94M ~ \$144M)

- Consider implementation after start of FY13
- Customer satisfaction
- Mitigate future increasing repair costs due to time in service
- Mitigates risk
- Reduce future customer reimbursements
- Opportunity to offset cost with customer deductible
- Limit campaign to 3 years (sunset)

Recommendation

(3) Warranty Extension (\$95M) – Not Recommended

- Consider implementation after start of FY13
- Customer satisfaction
- Early models would be difficult to cover under extension
- Increases repair costs due to time in service
- Mitigates risk?
- Reduce future customer reimbursements
- Opportunity to offset cost with customer deductible

NISSAN

APPENDIX

Nissan Strictly Confidential Restricted

Further plan if agree some action

To utilize CFT#2 (RS Appropriate Field Repair) knowledge to optimize repair method.

RS Process Improvement by *MONOZUKURI*

support

■ Trial: In house utilization

1) Issue

R50 Redacted - CBI

Redacted - CBI

2) AFR study

Redacted - CBI

3) Result

Redacted - CBI

27

CFT2, July, 31st, 2011

Nissan Strictly Confidential Redacted 27

Redacted - CBI

28

CFT2, July, 31st, 2011

Nissan Strictly Confidential Redacted 28

[illegible]

Cost Estimation (Per Vehicle)

\$1393 per repair

***Labor: 67%(\$938) , Parts: 33%(\$454)**

Proposed Design Repair :

FRT	RATE	FRT	PARTS	COMMENTS
9.5	\$ 98.82	\$ 938.79		Total Labor Cost
		\$ 7.09	74366-8J031	Floor Reinforcement
		\$ 7.09	74367-8J031	Floor Reinforcement
		\$ 259.12	74312-8J030	FR Floor Assy
		\$ 100.76	999MP-9G000P	lord 800ez SEAM SEALER (4 - 300ml TUBES PER VEHICLE)
		\$ 15.69	051135-08883	3M RUBBERIZED UNDERCOATING (1 - 24oz CAN PER VEHICLE)
		\$ 64.38	A-4119S	DuPONT SELF ETCHING PRIMER (2 - 12oz CANS PER VEHICLE)
Total Est. Cost:		\$ 1,392.92		

Alternative cost effective repair methods are under study.

For example:

- Clean & Seal for low level corrosion
- Attaching patch with structural adhesive



Cost Estimation for Field Action

Action Area	US Salt & CAN
Population of Area	703,321
Estimated Rust % for Action Area	90%
Estimated Campaign Completion Rate	85%
Estimated Repair Cost Per Vehicle	\$1,392.92
Estimated Action Cost	\$749M

Notes:

- 1) Repair cost estimates based on NTCNA's approved repair method
- 2) Estimated rust % based on survey results from US/CAN in use vehicle study
- 3) Completion rate based on normal historical completion %
- 4) Estimated costs do not include admin expenses
- 5) Estimates do not include cost effective repair alternatives



Basic Overview

Concern:

Rust and/or corrosion on the floor pan of the vehicle (LH and/or RH sides affected)

Root Cause:

Water and salt can enter between floor panels through a hole in the floor assembly. This is due to an insufficient seal condition for the butyl patch on the inner side of the floor assembly.

Countermeasure:

No production countermeasure was taken for this issue.

Market Status:

719 total claims from market (warranty & goodwill combined)

76 VOQs reported to date

Majority of claims are from US Salt and CAN regions

Affected Population:

1.74M vehicles affected (L31 Altima: 2002 ~ 2006 MY; A34 Maxima: Redacted - CBI MY)

Approx. 600K US Salt and Redacted-CBI CAN vehicles included in total population

Potential Effects:

Customer may notice rust or perforation on the under side of the vehicle. NTCNA has concluded in its safety assessment this concern does not pose any unreasonable risk to safety.



Incident Summary

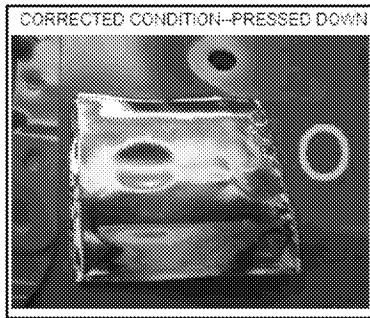
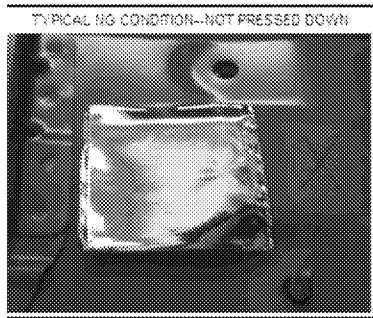
Incident Description:

Rust and/or corrosion on the floor pan of the vehicle. Incident vehicles show rusted areas on both LH and RH sides of floor pan.



Incident Mechanism and Cause (2)

<Parts Condition Comparison>



Cost Estimation (Service Campaign)

Item	No Rust (US Non Salt)	No Rust (US Salt/CAN)	Perforation (One Side)	Perforation (Both Sides)
Repair	Inspection only	Sealing around hole	Add plate & undercoat	Add plates & undercoat
Labor Cost	\$20	\$30	\$110	\$220
Parts Cost	\$0	\$20	\$185	\$370
Total Cost	\$20	\$50	\$295	\$590
Est. Population	878,015	246,502	177,481	192,272
Est. Cost (see notes)	\$5.2M / \$10.5M	\$6.1M / \$9.2M	\$26.2M / \$39.3M	\$56.7M / \$85.1M
TOTAL COST (Range)	\$94M ~ \$144M			
Previous Estimate	\$749M			

- Population estimate for 60% perforation, 40% no/slight rust condition in US Salt and Canada markets at time of action
- High Cost Case: Estimate 60% completion rate for US Non Salt, 75% for US Salt/Canada
- Low Cost Case: Estimate 30% completion rate for US Non Salt, 50% for US Salt/Canada (similar rate to R50)

Redacted - CBI

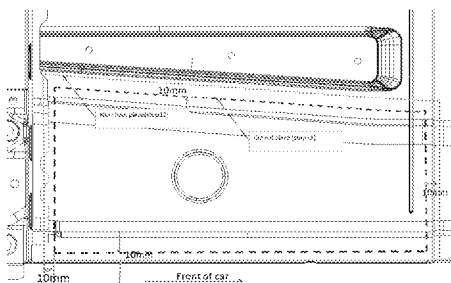
Appropriate Field Repair Study

FQA and NTCNA collaborated in October 2012 to develop more cost effective repair method for vehicles with rust condition in the affected area. Procedure is located in link below:

eRoom Link - Floor Pan Repair Method (DRAFT)

NTCNA Method (Previous)

Cut metal patches from service floor pan and weld to floor (both sides)



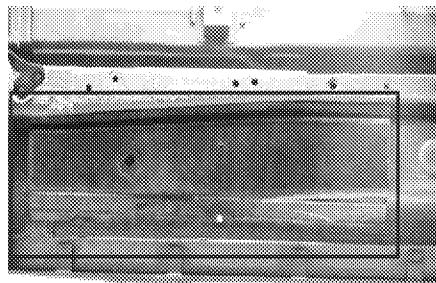
Labor Cost: ~\$900

Parts Cost: ~\$500

Total Cost: ~\$1400

FQA/NTCNA Method (New)

Apply service plates with adhesive and riv-nuts to floor (both sides)



Labor Cost: ~\$220

Parts Cost: ~\$370

Total Cost: ~\$590

Non Responsive Embedded File